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**Final**  
**Supplemental Archaeological Inventory Survey Plan**  
**for the City Center (Section 4) of the**  
**Honolulu Rapid Transit Project,**  
**Kalihi, Kapālama, Honolulu, and Waikīkī Ahupua‘a,**  
**Honolulu (Kona) District, O‘ahu**  
**Addressing Changes from the Vicinity of Ward Avenue and Halekauwila**  
**Street to the Vicinity of Queen and Kamake‘e Streets**  
**TMK: [1] 2-1, 2-3 (Various Plats and Parcels)**

**Prepared for**  
**The City and County of Honolulu**  
**and**  
**The Federal Transit Administration**

**On Behalf of**  
**PB Americas, Inc.**

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**June 2014**

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## Management Summary

<b>Reference</b>	Supplemental Archaeological Inventory Survey Plan for the City Center (Construction Section 4) of the Honolulu Rapid Transit Project, Kalihi, Kapālama, Honolulu, and Waikīkī Ahupua‘a, Honolulu (Kona) District, O‘ahu, TMK: [1] 2-1, 2-3 (Various Plats and Parcels), Addressing Changes from the Vicinity of Ward Avenue and Halekauwila Street to the Vicinity of Queen and Kamake‘e Streets (Humphrey and McDermott 2014)
<b>Date</b>	June 2014
<b>Project Number (s)</b>	Cultural Surveys Hawai‘i, Inc. (CSH) Job Code: KAKAAKO 123
<b>Project Location and Planned AIS Study Area</b>	The proposed Honolulu Rapid Transit Project (H RTP), previously known as the “Honolulu High-Capacity Transit Corridor Project (HHCTCP),” extends approximately 32.0 km (20 miles) from Kapolei in the west to Ala Moana Center in the east. The focus of this supplemental archaeological inventory survey (AISP) is in the immediate vicinity of the Kaka‘ako Station in the City Center (Section 4) of the H RTP, beginning approximately 30 m (100 ft) east (Diamond Head) of Ward Avenue, in the parking lot near the northeast corner of Ross Dress For Less, and ending in the middle of Queen Street approximately 100 m (330 ft) southeast (Diamond Head) of Kamake‘e Street, TMK: [1] 2-1, 2-3 (Various Plats and Parcels). This area is depicted on the 1998 Honolulu U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle.
<b>Land Jurisdiction</b>	The study area addressed in this Supplemental AISP includes excavations in Howard Hughes Corporation lands on the eastern side of Ward Avenue, and State of Hawai‘i (Hawaii Community Development Authority) lands along Queen Street.
<b>Agencies</b>	City and County of Honolulu (City), Honolulu Authority for Rapid Transit (HART); Federal Transit Administration (FTA), Hawai‘i State Historic Preservation Division (SHPD)
<b>Project Funding</b>	FTA; City/HART
<b>Project Description and Related Ground Disturbance</b>	The purpose of the H RTP is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei and Ala Moana Center via a fixed guideway rail transit system. In addition to the guideway, the project will require construction of transit stations and ancillary support facilities. Project construction will also require relocation of existing utility lines within the project corridor that conflict with the proposed project design. Minimally, land-disturbing activities would include grading of facility locations and excavations for guideway column foundations, subsurface utility relocation and installation, and station and ancillary facility foundation construction. The vast majority

	of the area of disturbance will be due to utility relocation and road widening.						
<b>Area of Potential Effect and Project Area Acreage</b>	<p>The portion of the City Center project area discussed in this document, extending from Ward Avenue to Queen Street southeast of Kamake'e Street, is estimated by H RTP project engineers at 4.7 acres.</p> <p>The H RTP area of potential effect for archaeological cultural resources is defined in the H RTP final Programmatic Agreement (Stipulation II.A.1.) as all areas of direct ground disturbance. For the City Center Supplemental AISP project area discussed in this plan, H RTP project engineers estimate that the project's area of direct ground disturbance is approximately 69,696 square feet (or 1.6 acres), including utility relocation. This area of direct ground disturbance comprises the following components:</p> <table> <tr> <td>Roadway Construction</td><td>Approximately 0.6 acres</td></tr> <tr> <td>Column Construction</td><td>Approximately 0.1 acres</td></tr> <tr> <td>Station Construction</td><td>Approximately 0.9 acres</td></tr> </table>	Roadway Construction	Approximately 0.6 acres	Column Construction	Approximately 0.1 acres	Station Construction	Approximately 0.9 acres
Roadway Construction	Approximately 0.6 acres						
Column Construction	Approximately 0.1 acres						
Station Construction	Approximately 0.9 acres						
<b>Historic Preservation Regulatory Context and Document Purpose</b>	<p>Per the H RTP's Programmatic Agreement Stipulation III, CSH completed an AISP for the H RTP's City Center Construction Segment (Section 4) for the City/HART and FTA, and on behalf of PB Americas (PB) (Hammatt et al. 2011). The AISP City Center study area extends from Kalihi Stream to Ala Moana Center, located within Kalihi, Kapālama, Honolulu, and Waikīkī Ahupua'a, Honolulu (Kona) District, O'ahu, Tax Map Key (TMK): [1] 2-1, 2-3 (Various Plats and Parcels). The AISP was reviewed and accepted by the SHPD in a National Historic Preservation Act (NHPA) Section 106 review of 25 October 2011 (Log No.: 2011.2379; Doc. No.: 1110NN08; see Appendix A).</p> <p>In subsequent consultations between HART and the landowner, Howard Hughes Corporation, the proposed Kaka'ako Station, one of nine proposed transit stations in the City Center section, was relocated approximately 50 m northeast (<i>mauka</i>) of the location identified in the SHPD-approved AISP for City Center. This alternate Kaka'ako Station site, and associated minor changes to the immediately adjacent guideway alignment (on average, an approximately 20 m shift to the north), were addressed in an Addendum AISP (Hammatt et al. 2013). The Addendum AISP was accepted by SHPD on 1 March 2013 (Log No.: 2013.1958, Doc. No.: 1302SL28; see Appendix B).</p> <p>Following the approved City Center AISP (Hammatt et al. 2011), as amended in the City Center Addendum AISP (Hammatt et al. 2013), the City Center AIS investigation was completed (Hammatt 2013). Subsurface archaeological testing for the proposed Kaka'ako Station was conducted to conform to the Kaka'ako Station redesign outlined in the approved Addendum AISP. The overall City Center AIS investigation</p>						

	<p>identified 19 archaeological historic properties within, or immediately adjacent to, the City Center AIS project area. (One of these historic properties, State Inventory of Historic Properties [SIHP] # 50-80-14-7429, is located within the immediate Kaka‘ako Station vicinity and is addressed in this Supplemental AISP.) The AIS Report recommended mitigation measures for the City Center section including a data recovery program, an archaeological monitoring program, and a burial treatment plan. The City Center AIS report (AISR) was accepted in the SHPD Hawai‘i Revised Statutes (HRS) §6E-8 and NHPA Section 106 review letter of 26 August 2013 (Log No.: 2013.2564, 2013.4338; Doc. No.: 1308SL21; see Appendix C.)</p> <p>After approval of the City Center AISR, an H RTP-wide archaeological historic property identification effort, including significance evaluations, project effect determination, and mitigation commitments (as described in the four AIS reports, one for each construction section), was accepted in the SHPD NHPA Section 106 and HRS §6E-8 review letter of 27 August 2013 (LOG NO: 2013.4987, DOC NO: 1308SL23).</p> <p>Following the City Center AIS fieldwork, an interim protection plan (IPP) for the H RTP was completed (Hammatt and Shideler 2013). The plan addressed interim protection measures for all the archaeological historic properties identified within the four HHCTCP sections. It stipulates that City Center construction can proceed only after the following conditions have been met for City Center: 1) a data recovery plan has been accepted by SHPD; 2) a data recovery end-of-fieldwork letter is accepted by SHPD; and 3) an archaeological monitoring plan that includes construction buffers for the four City Center burial sites is accepted by the SHPD. The IPP was accepted in the SHPD HRS §6E-8 review letter of 29 August 2013 (Log. No.: 2013.5066A, Doc. No.: 1308PA01; see Appendix D).</p> <p>In recent discussions between HART and the Howard Hughes Corporation, both parties agreed to further revise the Kaka‘ako Station and alignment of its immediately adjacent guideway. These proposed revisions include a reconfiguration of the Kaka‘ako Station transit facility structures and a further slight shift <i>mauka</i> (approximately 12 m [39.4 ft] at its widest) of the transit alignment beginning approximately 45 m (147.7 ft) east of the revised location of the Kaka‘ako Station and ending in the middle of Queen Street, approximately 100 m (330 ft) southeast (Diamond Head) of Kamake‘e Street, where the transit alignment once more corresponds closely to the previous transit alignment. The present Supplemental AISP addresses these proposed revisions to the Kaka‘ako Station and associated H RTP infrastructure.</p> <p>This Supplemental AISP was prepared to support the proposed project’s historic preservation review under HRS §6E-8 and Hawai‘i</p>
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	Administrative Rules (HAR) §13-275. The Supplemental AIS investigation described in this Supplemental AISP will comply with HAR §13-276 “Rules Governing Standards for Archaeological Inventory Surveys and Reports.”
<b>Cultural Resources<sup>1</sup>/Historic Properties<sup>2</sup> Potentially Affected</b>	Additional test excavations proposed in this Supplemental AISP may affect portions of State Inventory of Historic Properties (SIHP) # 50-80-14-7429, consisting of a subsurface cultural deposit, six pits, and a human skeletal element, and determined significant under HAR §13-275-6 significance criteria “d” and “e” and eligible to the National Register under Criterion D. (AIS test locations: T-167, T-168, T-168A, T-168B, T-169, T-170, and T-170A.)

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<sup>1</sup> In historic preservation parlance, cultural resources are the physical remains and/or geographic locations that reflect the activity, heritage, and/or beliefs of ethnic groups, local communities, states, and/or nations. Generally, they are at least 50 years old, although there are exceptions, and include buildings and structures; groupings of buildings or structures (historic districts); certain objects; archaeological artifacts, features, sites, and/or deposits; groupings of archaeological sites (archaeological districts); and, in some instances, natural landscape features and/or geographic locations of cultural significance.

<sup>2</sup> Historic properties, as defined in 36 CFR 800.16, are any prehistoric or historic districts, sites, buildings, structures, or objects included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This includes artifacts, records, and remains related to and located within such properties, as well as properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. Determinations of eligibility are generally made by a federal agency official in consultation with the SHPO. Under federal legislation, a project's (undertaking's) potential effect on historic properties must be evaluated and potentially mitigated. Under Hawai'i State historic preservation legislation, historic properties are defined as any cultural resources that are 50 years old, regardless of their historic/cultural significance under state law, and a project's effect and potential mitigation measures are evaluated based on the project's potential impact to “significant” historic properties (those historic properties determined eligible, based on their integrity and historic/cultural significance in terms of established significance criteria, for inclusion in the Hawai'i Register of Historic Places). Determinations of eligibility to the Hawai'i Register result when a state agency official's historic property “significance assessment” is accepted by SHPD, or when SHPD itself makes an eligibility determination for a historic property.

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# Section 1 Background to City Center Supplemental AISP: AISP, Addendum AISP, and AIS

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## 1.1 Introduction

This supplemental archaeological inventory survey plan (Supplemental AISP) addresses the latest proposed changes to the configuration of the Kaka'ako Station transit facility structures and the alignment of its immediately adjacent transit corridor, both located within the City Center Construction Segment (Section 4) of the Honolulu Rapid Transit Project (H RTP). The H RTP's purpose is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between Kapolei in the east and Ala Moana Center in the west via an approximately 32.0 km (20 miles) fixed guideway rail transit system. The City Center section comprises the easternmost approximately 6.9 km (4.3 miles) of the H RTP corridor and contains nine proposed transit stations. The Kaka'ako Station is the second to last station along the east-west trajectory of the City Center section transit route (Figure 1).

The proposed configuration of Kaka'ako Station and alignment of its immediately adjacent transit route has undergone several shifts since the original archaeological inventory survey plan (AISP) for City Center was produced (Hammatt et al. 2011). In recent discussions between the Honolulu Authority for Rapid Transportation (HART) and the landowner, the Howard Hughes Corporation, both parties agreed it would be mutually beneficial to further revise the configuration and alignment of the Kaka'ako Station and its immediately adjacent transit corridor as follows:

1. Combine two previously separate ground-level transit facility structures into one structure,
2. Slightly reduce the size of the Station's proposed elevated transit facility,
3. Move the footprints of the revised ground-level and elevated transit facility structures slightly (about 10 m) south (*makai*) and west of their previous proposed location(s), and
4. Shift slightly (0-12 m) to the north (*mauka*) the alignment of the transit route extending east from the Kaka'ako Station to the middle of Queen Street about 100 m (330 ft) east of Kamake'e Street

The specific area containing these proposed revisions begins in the parking lot on the eastern side of Ward Avenue near the northwest corner of the Ross Dress For Less and ends in the middle of Queen Street approximately 100 m (330 ft) southeast (Diamond Head) of Kamake'e Street. Figure 1 shows the general proposed area of realignment for the transit corridor. The portion of the City Center project area discussed in this document, shown in Figure 2 extending from Ward Avenue to Queen Street southeast of Kamake'e Street, is estimated by H RTP project engineers at 4.7 acres.

Figures 3 through 5 provide more detailed views of the eastern, central, and western sections of the proposed transit route realignment. Figure 3 also shows the proposed reconfiguration of the Kaka'ako Station ground-level and elevated transit facility structures.

The H RTP area of potential effect for archaeological cultural resources is defined in the H RTP final Programmatic Agreement (Stipulation II.A.1.) as all areas of direct ground disturbance. For the City Center Supplemental AISP project area discussed in this plan, H RTP project engineers estimate that the project's area of direct ground disturbance is approximately 69,696 square feet

(or 1.6 acres), including utility relocation. This area of direct ground disturbance comprises the following components:

- |                         |                         |
|-------------------------|-------------------------|
| 1. Roadway Construction | Approximately 0.6 acres |
| 2. Column Construction  | Approximately 0.1 acres |
| 3. Station Construction | Approximately 0.9 acres |

As detailed in this Supplemental AISP, these proposed changes to the Kaka‘ako Station transit facility structures and nearby transit alignment necessitate 14 supplemental archaeological inventory test excavations to identify, assess significance, and consider mitigation for potential project effect to valuable archaeological cultural resources during the upcoming construction phase. The results of these 14 supplemental archaeological test excavations will also inform specific data recovery efforts planned for the upcoming construction phase, detailed most recently in the draft archaeological monitoring plan (AMP) for the City Center (Hammatt 2014).

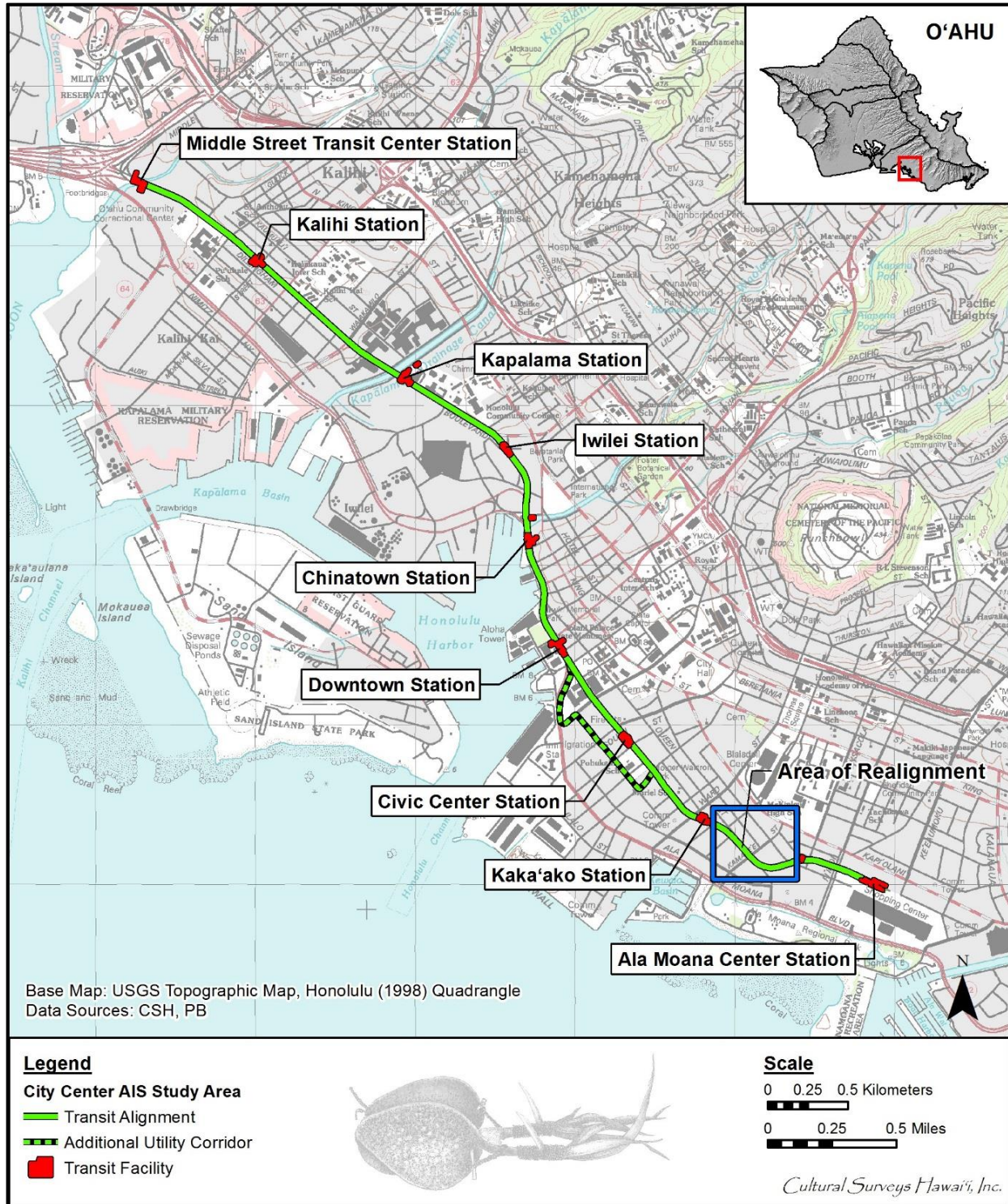


Figure 1. 1998 Honolulu USGS 7.5-minute topographic quadrangle showing the location of the City Center (Section 4) study area including the transit stations and transit corridor; current proposed area of realignment for the Kaka'ako Station shown in blue





Figure 2. Aerial of the full City Center project area detailed in this Supplemental AIS, estimated at approximately 4.7 acres

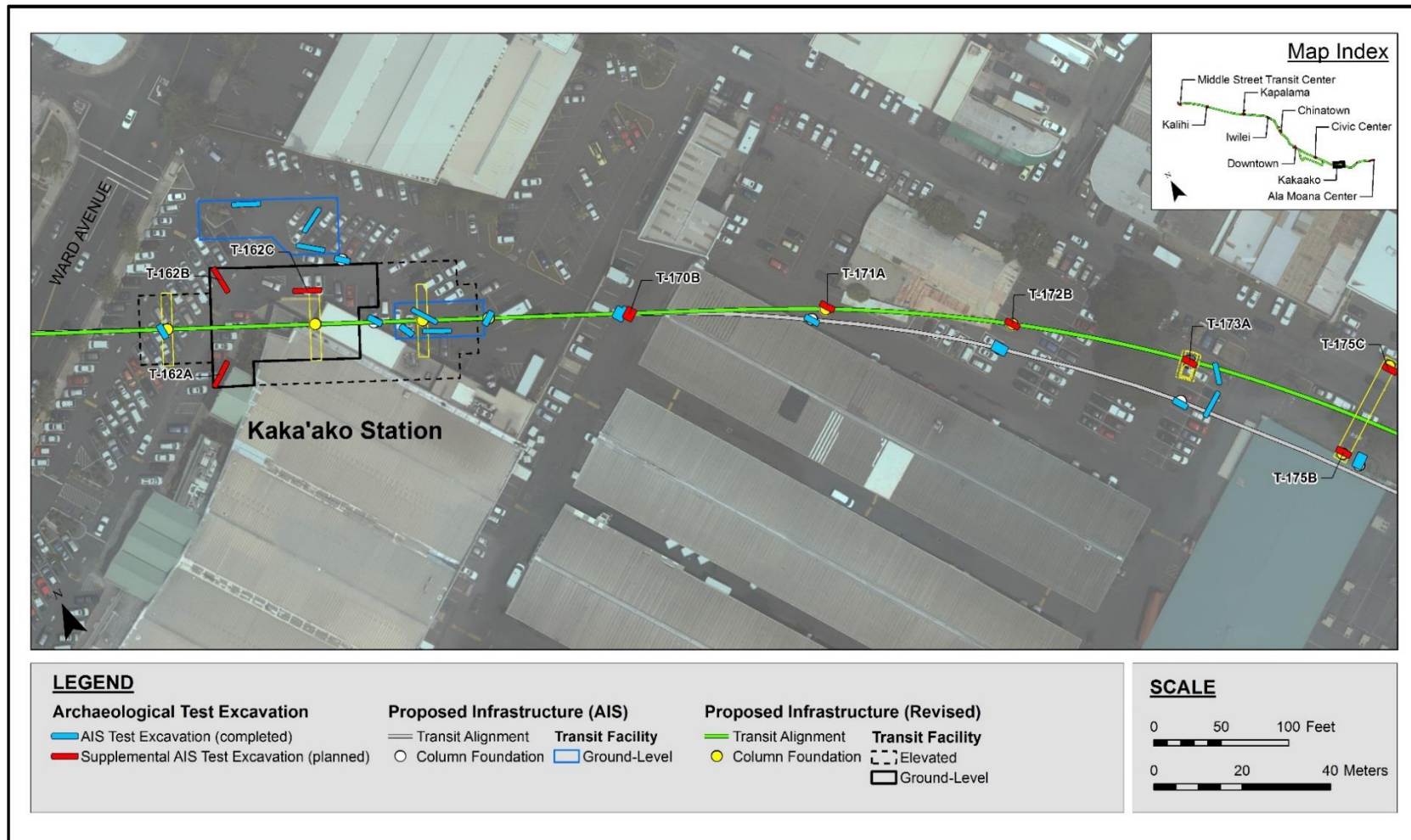


Figure 3. Aerial of the western portion of the Kaka'ako Station area showing the current proposed realignment location of the transit facility structures (black), realignment of the transit corridor (green), and associated planned Supplemental AIS test excavations (red) (note previously-defined Addendum AISP transit facility locations, transit corridor alignment, and AIS-completed test excavations are shown in blue and gray)



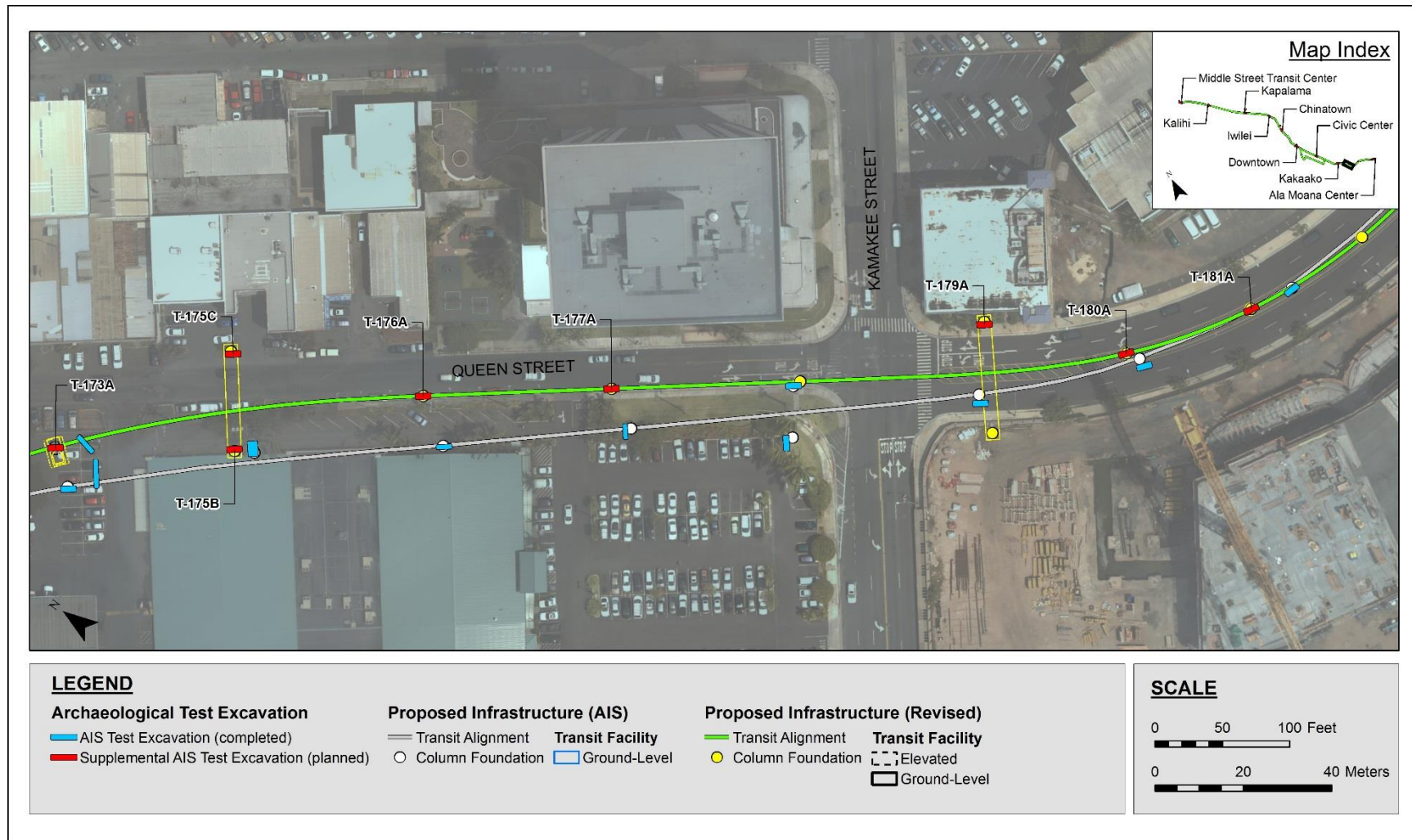


Figure 4. Aerial of the central portion of the Kaka'ako Station area showing the current proposed realignment of the transit corridor (green) and associated planned Supplemental AIS test excavations (red) (note previously-defined Addendum AISP transit corridor alignment and associated completed AIS test excavations are shown in blue and gray)

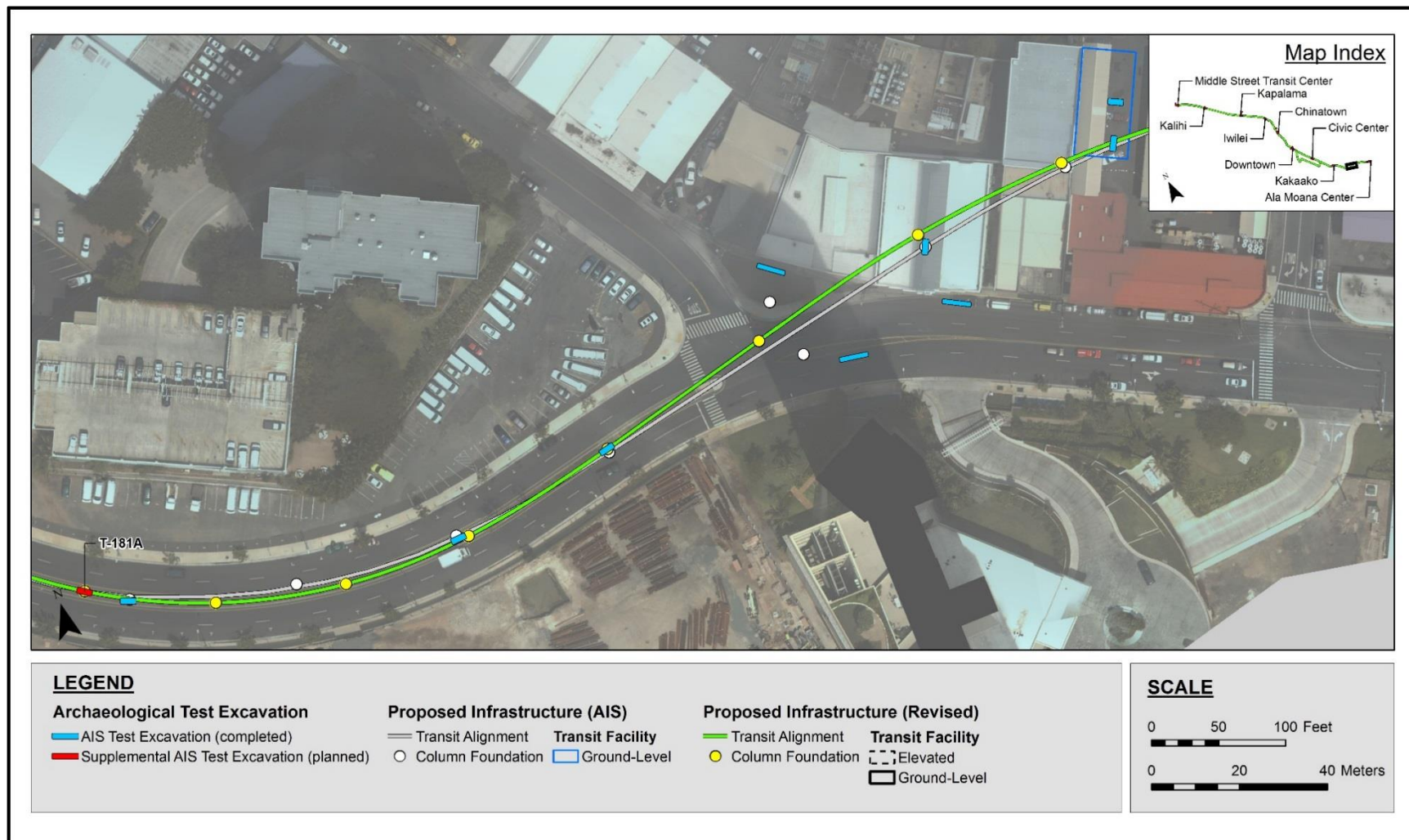


Figure 5. Aerial of the eastern portion of the Kaka'ako Station area showing the current proposed realignment of the transit corridor (green) and associated proposed Supplemental AIS test excavations (red) (note previously-defined Addendum AISP transit corridor alignment and associated completed AIS test excavations are shown in blue and gray)

## 1.2 The City Center AISP (2011) and Addendum AISP (2013)

The configuration and alignment of the proposed Kaka'ako Station and its immediately adjacent transit corridor have undergone re-design prior to those presented in this Supplemental AISP. The original infrastructure for the entire HRTTP corridor, including the Kaka'ako Station, was detailed in an AISP for City Center (Section 4) prepared per the Project's Programmatic Agreement Stipulation III by Cultural Surveys Hawai'i, Inc. (CSH) for the Honolulu Authority for Rapid Transportation (HART) and the Federal Transit Administration (FTA) on behalf of Parsons Brinkerhoff (PB) (Hammatt et al. 2011).

An AISP defines the scope of work and details the proposed methods and sampling strategy for a subsequent archaeological inventory survey (AIS), per Hawai'i Administrative Rules (HAR) §13-13-275-5(c). The City Center AISP (Hammatt et al. 2011) was approved by the State Historic Preservation Division (SHPD) in a National Historic Preservation Act (NHPA) Section 106 review letter of 25 October 2011 (Log No.: 2011.2379; Doc. No.: 1110NN08; see Appendix A).

Subsequent consultations between HART and the landowner, the Howard Hughes Corporation, led to an addendum to the AISP for City Center proposing that the Kaka'ako Station facility structures be reconfigured and a portion of the immediately adjacent transit corridor (the route of the rail) be realigned (Hammatt et al. 2013). Proposed changes in this Addendum AISP included the following:

1. The reduction of the ground-level footprint of the Kaka'ako Station (consisting of a station entrance building and an ancillary building) and the relocation of the Kaka'ako Station approximately 50 m northeast (*mauka*) of its previously proposed location, and
2. The shifting of the Station's immediately adjacent transit route alignment about 20 m *mauka* (on average) of its previously-proposed trajectory. The affected section of this transit alignment began approximately 30 m (100 ft) northwest ('Ewa) of Ward Avenue (on the northeast or *mauka* side of Halekauwila Street) and ended 100 m (330 ft) southeast (Diamond Head) of Kamake'e Street in the middle of Queen Street, where the newly-proposed transit route rejoined the previously proposed alignment outlined in the AISP (Hammatt et al. 2011).

The Addendum AISP was accepted by SHPD on 1 March 2013 (Log No.: 2013.1958, Doc. No.: 1302SL28; see Appendix B). See Hammatt (2013) for a detailed presentation of the contrasts between the original Kaka'ako Station configuration and nearby transit route alignment (proposed in the City Center AISP) and the subsequent changes (proposed in the Addendum AISP).

Figures 2 through 4 in this current plan show the contrast between the configuration of the Kaka'ako Station and transit route alignment proposed in the Addendum AISP and the current proposed Kaka'ako Station reconfiguration and transit realignment addressed in this Supplemental AISP.

## 1.3 The City Center AIS (2013)

An archaeological inventory survey (AIS) for the City Center (Section 4) was carried out during 2011–2013. During the City Center AIS, subsurface archaeological testing for the Kaka'ako Station area and nearby transit route was readjusted from the original AISP (Hammatt et al. 2011)



to conform to the Kaka'ako Station redesign outlined in the Addendum AISP (Hammatt et al. 2013).

### **1.3.1 Completed AIS and Addendum AIS Testing Locations**

The original City Center AISP proposed test excavation of each "single" column location and of one of the two "straddle bent" column locations in the transit route (Hammatt et al. 2011). The Addendum AISP proposed the same test excavation strategy (Hammatt et al. 2013). Hammatt (2013, vol. 1) summarizes the City Center AIS and Addendum AIS testing strategies and field and laboratory data results.

### **1.3.2 Historic Property SIHP # 50-80-14-7429**

The AIS test excavations conducted in the Kaka'ako Station area newly identified a subsurface cultural deposit and seven associated features (an isolated human cranial fragment and six pits) in the Ross Dress for Less store parking lot and the adjacent throughway parking lot near the intersection of Ward Avenue and Queen Street. This subsurface cultural deposit and seven associated features were designated as SIHP # 50-80-14-7429.

SIHP # -7429 was uncovered following seven AIS test trenches in the immediate vicinity of the proposed Kaka'ako Station: T-167, T-168, T-168A, T-168B, T-169, T-170, and T-170A. The isolated human cranial fragment was found in T-170. Figure 6 shows the location of these seven AIS test excavations and as the interpolated boundary of SIHP # -7429. The current Supplemental AIS proposes excavation of the realigned column adjacent to previously-excavated AIS T-170 and T-170A.

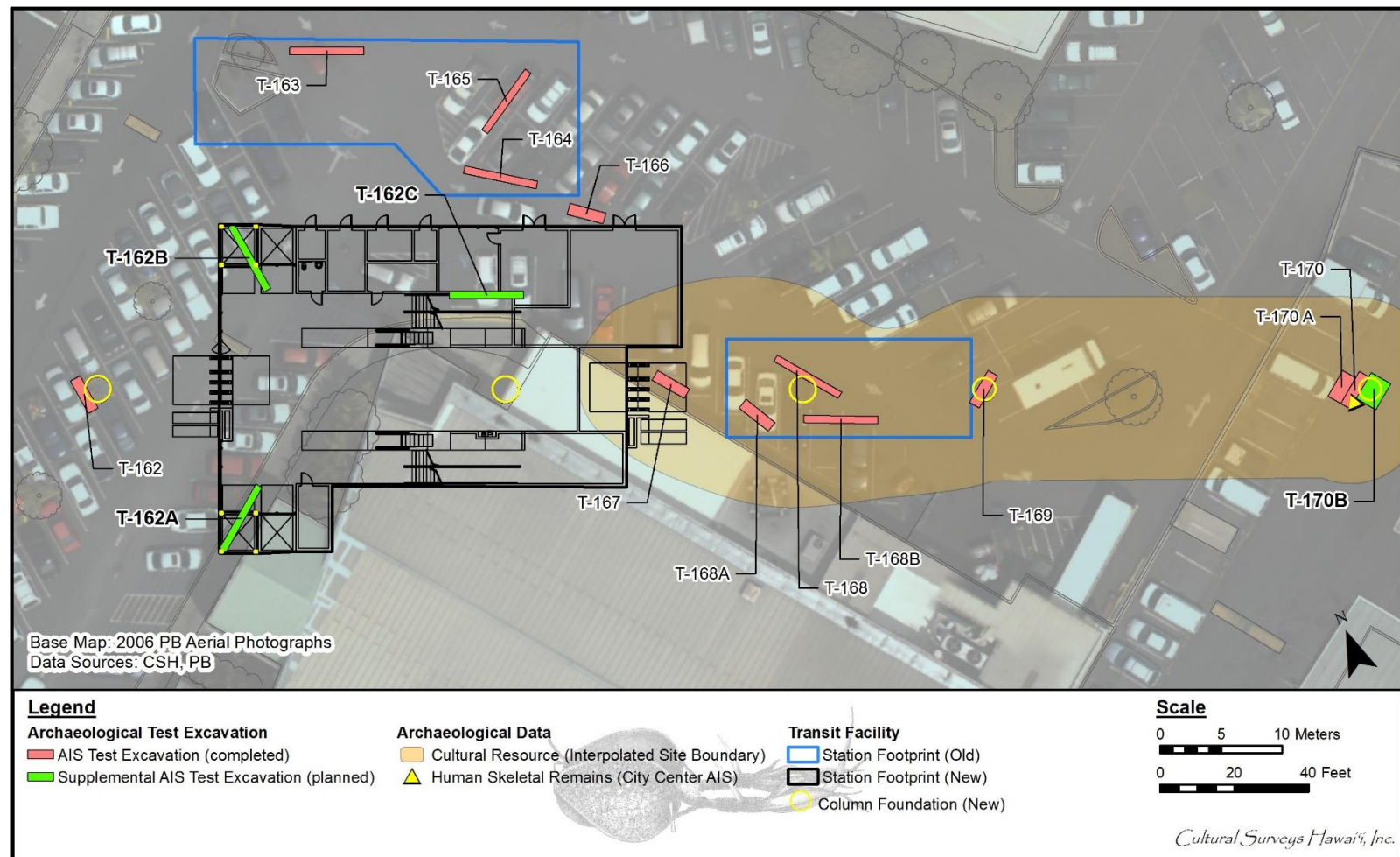


Figure 6. Kaka'ako Station testing plan showing three planned Supplemental AISP test trenches (green) within the reconfigured station footprint (black) and one planned Supplemental AISP column trench (green) adjoining completed AIS trenches T-170 and T-170A (red); T-170 contained a human cranial fragment within SIHP # -7429. Other completed AIS trenches (red) were excavated within or near the former station footprint (blue).

## Section 2 City Center Supplemental AISP: Proposed Changes to Kaka'ako Station and Nearby Transit Corridor

The current Supplemental AISP supports a recent agreement between HART and the Howard Hughes Corporation to further revise the configuration of the Kaka'ako Station and the realignment of the adjacent rail transit corridor. These proposed revisions necessitate additional archaeological inventory survey testing to mitigate adverse effects of construction-related activities on significant previously-identified archaeological cultural resources (including SIHP # -7249) and/or potential archaeological cultural resources.

Figures 2 through 5 show the currently-proposed reconfiguration of the Kaka'ako Station, realignment of the transit corridor, and the locations of the proposed 14 Supplemental AIS test excavations associated with the current proposed Kaka'ako Station reconfiguration and adjacent transit route realignment (as well as the previously completed AIS test excavations. They also show the locations of the former station and transit corridor footprints and the previous AIS test excavations.

Excavation, data collection, and laboratory analysis methods used for testing locations in this Supplemental AISP will be the same as those utilized in the SHPD-accepted City Center AISP and Addendum AISP.

### 2.1.1 Planned Supplemental AIS Testing Locations

The currently proposed reconfiguration of Kaka'ako Station and adjacent transit corridor necessitates supplemental archaeological inventory survey testing. The 14 proposed supplemental test excavations are listed in Table 1, and are anticipated to involve three weeks to complete. The number and location of these proposed supplemental test excavations was determined through consultation involving CSH, SHPD, HART, OIBC, and recognized cultural descendants. This consultation occurred in December 2013 and in January through March 2014, and resulted in consensus among all consulting parties.

Table 1. Proposed Supplemental Test Excavations for Reconfigured Kaka'ako Station and Adjacent Realigned Transit Route (Listed in Direction from West to East)

Test Excavation No.	Location	Planned Subsurface Testing
T-162A	Ground-level Kaka'ako Station Facility	2 ft x 20 ft test trench
T-162B	Ground-level Kaka'ako Station Facility	2 ft x 20 ft test trench
T-162C	Ground-level Kaka'ako Station Facility	2 ft x 20 ft test trench
T-170B	Column foundation area along revised transit route (adjacent to previous AIS test excavations T-170 and T-170A; located within SIHP # -7249)	6 ft x 8 ft test excavation, to complete entire column foundation area testing initiated with previous AIS testing locations T-170 and T-170A

Test Excavation No.	Location	Planned Subsurface Testing
T-171A	Column foundation area along revised transit route	3 ft x 10 ft column foundation test excavation
T-172B	Column foundation area along revised transit route	3 ft x 10 ft column foundation test excavation
T-173A	Column foundation area along revised transit route	3 ft x 10 ft column foundation test excavation
T-175B	“Straddle bent” column foundation area ( <i>makai</i> -side column) along revised transit route	3 ft x 10 ft “straddle bent” column foundation test excavation
T-175C	“Straddle bent” column foundation area ( <i>mauka</i> -side column) along revised transit route	3 ft x 10 ft “straddle bent” column foundation test excavation
T-176A	Column foundation area along revised transit route	3 ft x 10 ft column foundation test excavation
T-177A	Column foundation area along revised transit route	3 ft x 10 ft column foundation test excavation
T-179A	Column foundation area along revised transit route	3 ft x 10 ft column foundation test excavation
T-180A	Column foundation area along revised transit route	3 ft x 10 ft column foundation test excavation
T-181A	Column foundation area along revised transit route	3 ft x 10 ft column foundation test excavation

The 14 proposed supplemental AISP test excavations are largely, but not entirely, in keeping with the “one-to-one” excavation strategy applied in the Addendum AISP in order to match the original AISP proposed test excavations in size and number. Unless not possible because of safety concerns, Supplemental AIS test excavations will be excavated to the underlying coral shelf or the water table. The 14 proposed testing locations are briefly summarized below.

- **Testing Locations T-162A, T-162B, T-162C:** The three test trenches within the reconfigured footprint of the Kaka‘ako Station ground-level transit facility (entrance building) match the size (2 ft by 20 ft) of previous AISP test excavations located in the former station footprint (see Figure 6).
- **Testing Location T-170B:** Testing location T-170B will be immediately adjacent to AIS trenches T-170 and T-170A and complete the investigation of the guideway column foundation area that these two AIS trenches began. Unlike the other previously proposed column foundation test excavations in the area, T-170B will measure 6 feet by 8 feet. In light of the discovery of a human cranial fragment in T-170 in the previous AIS, the planned T-170B will be important in determining if other human remains occur within the T-170 area of the column

footprint. T-170B will also allow the opportunity to gather further data pertaining to the cultural layer component of SIHP # -7429 (see Figure 5).

- **Testing Locations T-175B and T-175C:** Per the original AISP sampling strategy, both of the two “straddle bent” guideway column foundation areas belonging to the “straddle bent” elevated guideway structure straddling Queen Street west of Kamake‘e Street will be tested, each via a 3 ft by 10 ft trench (see Figure 4).
- **Testing Locations T-171A, T-172B, T-173A, T-176A, T-177A, T-180A, and T-181A:** Per the original AISP sampling strategy, these seven guideway column foundations along the proposed realigned transit route will each be tested with a 3 ft by 10 ft trench (see Figures 2 through 4).
- **Testing Location T-179A:** This proposed location is at the *mauka*-side column foundation area of a “straddle bent” elevated guideway structure straddling Queen Street just east of Kamake‘e Street. The second, *makai*-side column foundation belonging to this same “straddle bent” guideway structure previously underwent substantial investigation during the AIS (see Figure 4).

## Section 3 Overview of Changed Testing Locations on the Historic Landscape

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The following five figures (Figure 7 through Figure 11) provide overlays of the former and newly-realigned Kaka'ako Station location and transit corridor on various historic maps and aerial photographs from the 1884-1970 period. The current realignment of the transit corridor about 0–12 m north of the earlier alignment in the Addendum AISP (which was itself on average 20 m north of the alignment in the original AISP) is so slight that there appears to be little reason to expect any significant change in anticipated finds. The likelihood of subsurface cultural layers, traditional Hawaiian or post-Contact artifacts, and burials or isolated human skeletal remains is regarded as much the same as detailed in the original AISP for City Center (Hammatt et al. 2011). It is possible that the proposed movement of the transit alignment corridor away from the nearest known *maka'āinana* Land Commission Award (LCA 10463; see Figure 7) slightly decreases the likelihood of habitation and/or burial deposits.

The focus of this Supplemental AISP is the further investigation and the identification of cultural remains and/or deposits within the area of potential effect, in particular the further identification of SIHP # -7249.

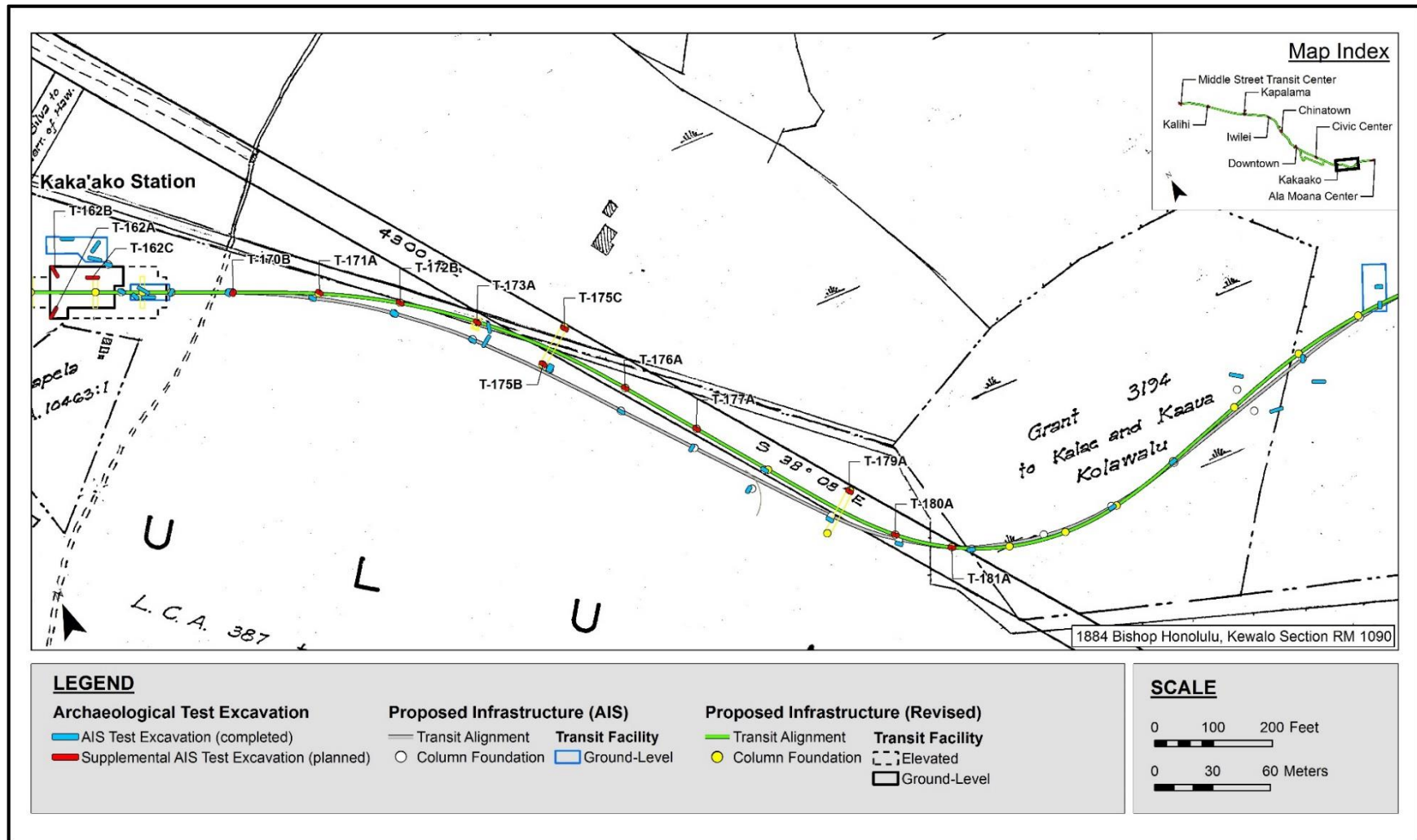


Figure 7. Overlay of the City Center (Section 4) realignment area on an 1884 Bishop map (Registered Map 1090), showing the previously configured Addendum AISP station, transit corridor, and testing locations (blue and gray) and the current proposed supplemental AISP station (black), transit corridor (green), and testing locations (red)



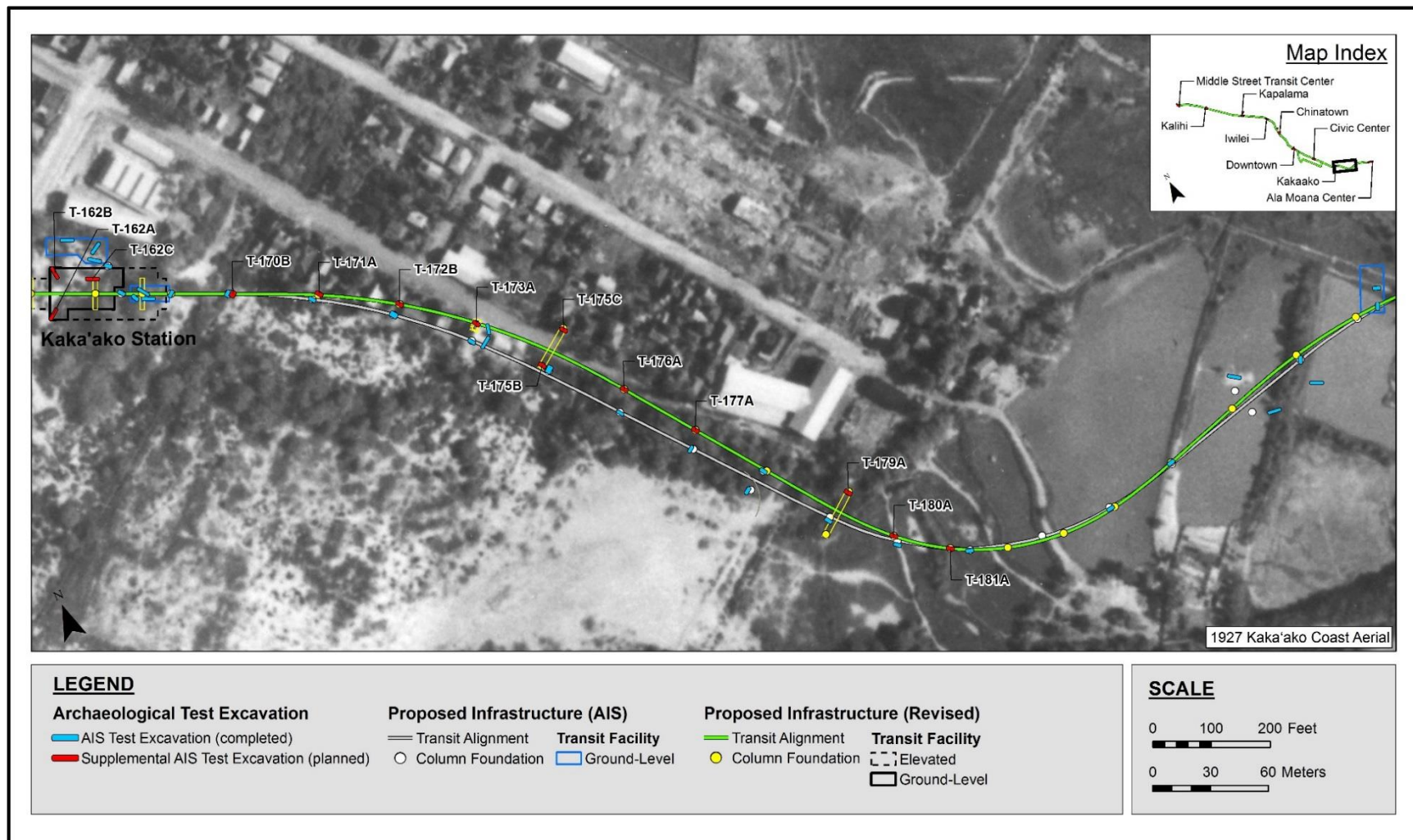


Figure 8. Overlay of the City Center (Section 4) realignment area on a 1927 Kaka'ako Coast aerial photograph, showing the previously configured Addendum AISP station, transit corridor, and testing locations (blue and gray) and the current proposed supplemental AISP station (black), transit corridor (green), and testing locations (red)



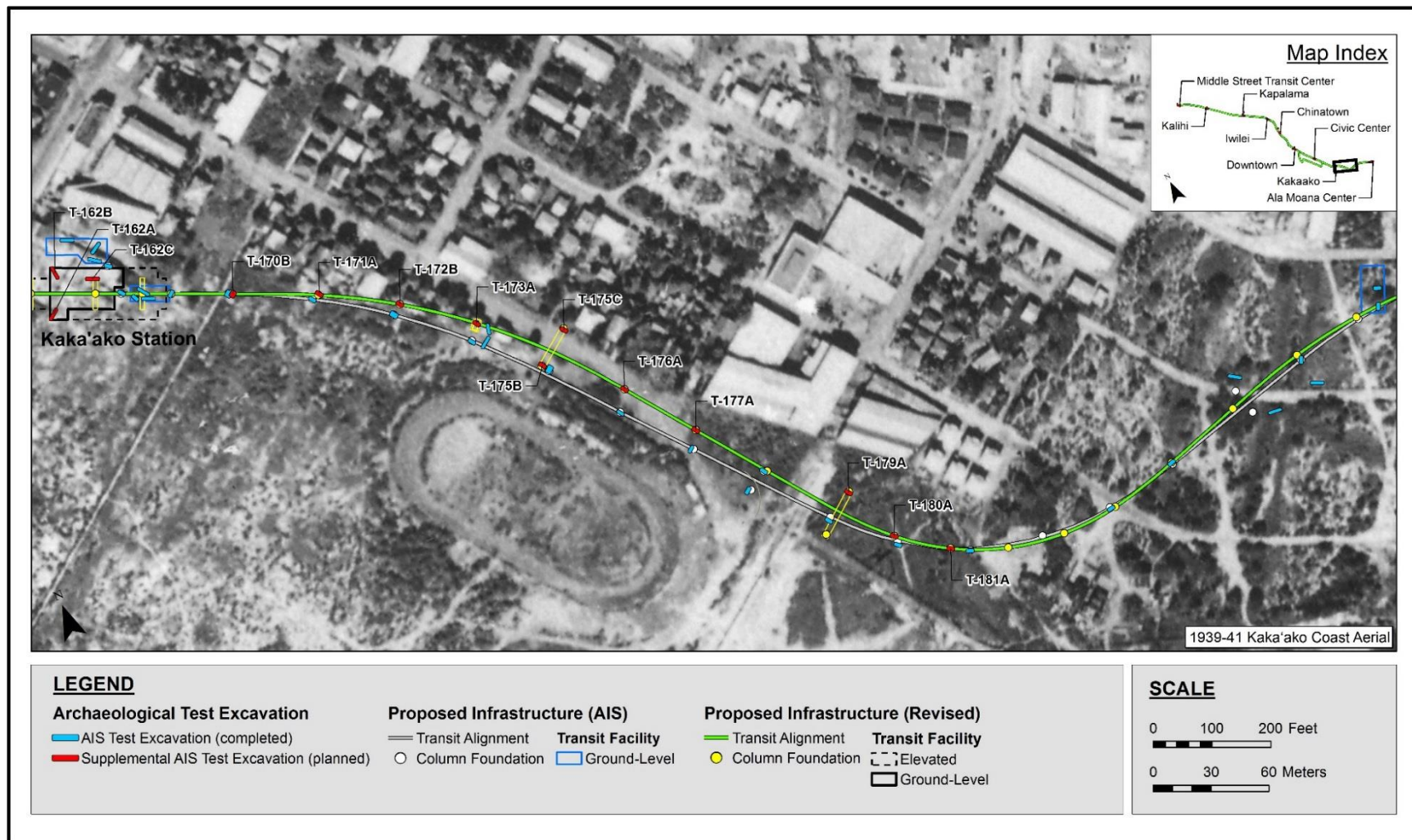


Figure 9. Overlay of the City Center (Section 4) realignment area on a 1939–1941 Kaka'ako Coast aerial photograph, showing the previously configured Addendum AISP station, transit corridor, and testing locations (blue and gray) and the current proposed supplemental AISP station (black), transit corridor (green), and testing locations (red)

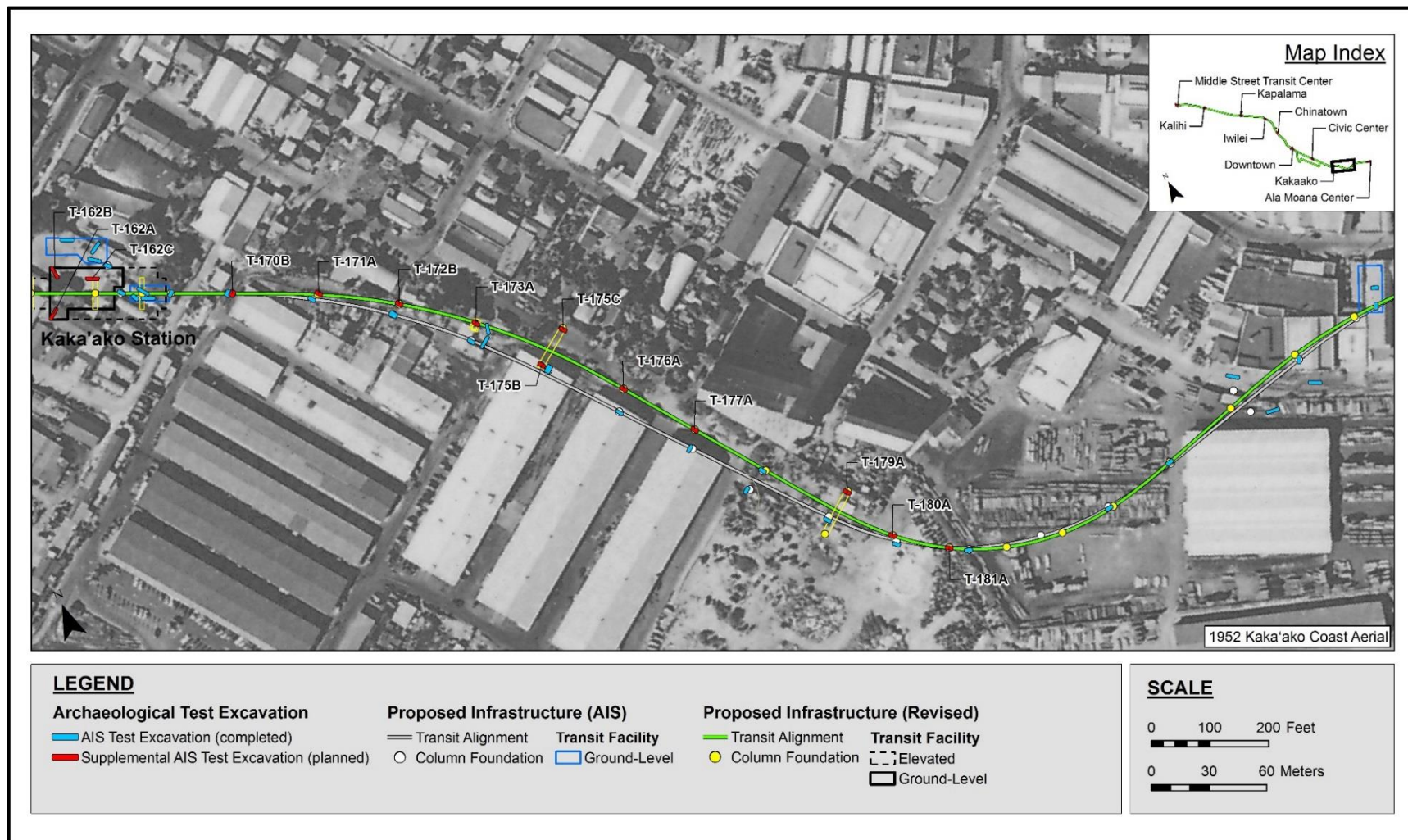


Figure 10. Overlay of the City Center (Section 4) realignment area on a 1952 Kaka'ako Coast aerial photograph, showing the previously configured Addendum AISP station, transit corridor, and testing locations (blue and gray) and the current proposed supplemental AISP station (black), transit corridor (green), and testing locations (red)



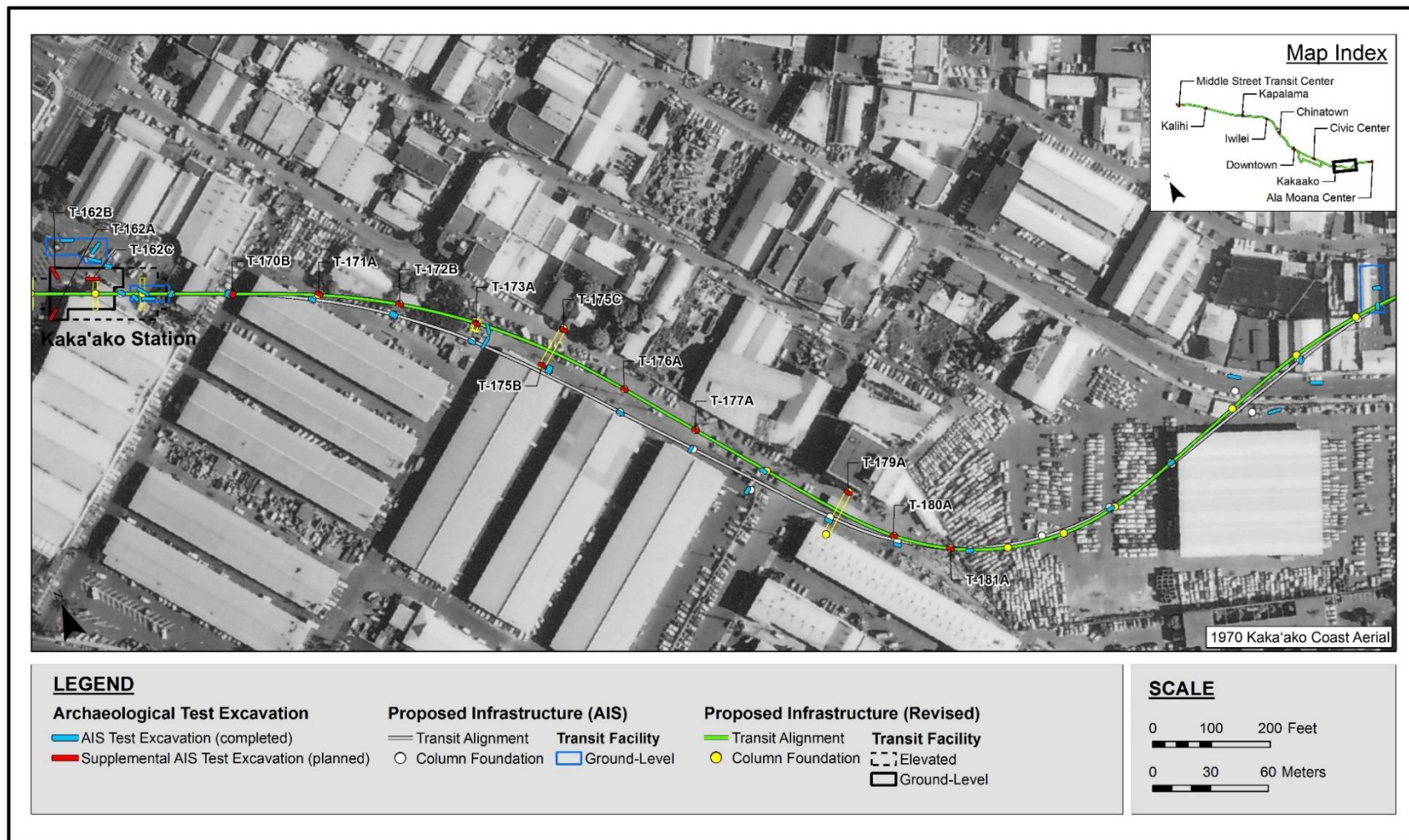


Figure 11. Overlay of the City Center (Section 4) realignment area on a 1970 Kaka'ako Coast aerial photograph, showing the previously configured Addendum AISP station, transit corridor, and testing locations (blue and gray) and the current proposed supplemental AISP station (black), transit corridor (green), and testing locations (red)

## Section 4 References Cited

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### **Bishop, S.E.**

- 1884 Map of Honolulu, Kewalo Section. Registered Map 1090. Available at Hawai‘i Land Survey Division, Department of Accounting and General Services, 1151 Punchbowl Street, Room 210, Honolulu.

### **Hammatt, Hallett H. and David W. Shideler**

- 2013 *Interim Protection Plan for the Honolulu High-Capacity Transit Corridor Project*. Cultural Surveys Hawai‘i, Inc., Kailua, Hawai‘i.

### **Hammatt, Hallett H.**

- 2013 *Archaeological Inventory Survey Report For City Center (Section 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, Honolulu, and Waikīkī Ahupua‘a, Honolulu (Kona) District, Island of O‘ahu TMK [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels)*. Cultural Surveys Hawai‘i, Inc., Kailua, Hawai‘i.
- 2014 *Draft Archaeological Monitoring Plan for City Center (Section 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, Honolulu, and Waikīkī Ahupua‘a, Honolulu (Kona) District, O‘ahu, TMK: [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels)*. Cultural Surveys Hawai‘i, Inc., Kailua, Hawai‘i.

### **Hammatt, Hallett H., Constance O‘Hare, Jon Tulchin, David W. Shideler, Kelly Burke, Ena Sroat, and Matt McDermott**

- 2011 *Archaeological Inventory Survey Plan for the City Center (Construction Phase 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, and Honolulu Ahupua‘a, Honolulu District, Island of O‘ahu, TMK: [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels)*. Cultural Surveys Hawai‘i, Inc., Kailua, Hawai‘i.

### **Hammatt, Hallett H., Constance O‘Hare, Jon Tulchin, David W. Shideler, Kelly Burke, Ena Sroat, and Matt McDermott**

- 2013 *Addendum to the Archaeological Inventory Survey Plan for the City Center (Construction Phase 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, and Honolulu Ahupua‘a, Honolulu District, Island of O‘ahu, TMK: [1] 2-1, 2-3 (Various Plats and Parcels)*. Cultural Surveys Hawai‘i, Inc., Kailua, Hawai‘i.

### **University of Hawai‘i SOEST**

- 1927 Kaka‘ako aerial photograph. University of Hawai‘i at Mānoa School of Ocean and Earth Science and Technology–Coastal Geology Group. Available at <http://soest.hawaii.edu/>
- 1939–1941 Kaka‘ako coast aerial photograph. University of Hawai‘i at Mānoa School of Ocean and Earth Science and Technology–Coastal Geology Group. Available at <http://soest.hawaii.edu/>

- 1952 Kaka'ako coast aerial photograph. University of Hawai'i at Mānoa School of Ocean and Earth Science and Technology–Coastal Geology Group. Available at <http://soest.hawaii.edu/>
- 1970 Kaka'ako coast aerial photograph. University of Hawai'i at Mānoa School of Ocean and Earth Science and Technology–Coastal Geology Group. Available at <http://soest.hawaii.edu/>

# Appendix A SHPD Acceptance Letter for the City Center (Section 4) AISP

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

WILLIAM J. AHA, JR.  
INTERIM CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
GUY H. KAULUKUKUI  
ACTING FIRST DEPUTY  
WILLIAM M. TAM  
ACTING DEPUTY DIRECTOR - WATER  
AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

October 25, 2011

Hallett H. Hammatt, Ph.D  
P.O. Box 1114  
Kailua, Hawaii 96734

LOG NO: 2011.2379  
DOC NO: 1110NN08

Dear Dr. Hammatt:

**SUBJECT: National Historic Preservation Act (NHPA) Section 106 Review –  
(REVISED) Archaeological Inventory Survey Plan for  
City Center PHASE 4 of the Honolulu High-Capacity Transit Corridor Project  
Kalihi, Kapālama, and Honolulu Ahupua'a, Honolulu District, Island of O'ahu  
TMK: (3) 7-4-021: 002**

Thank you for requesting our review of the (Revised) Archeological Inventory Survey Plan (AISP) titled *Archaeological Inventory Survey Plan for the City Center (Construction Phase 4) of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, and Honolulu Ahupua'a, Honolulu District, Island of O'ahu* TMK: [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels) Volume I: Plan and Appendices F and G and Volume II: Appendices A-E, Land Documents by Hammatt, et.al (CSH report code KALIHI 17), received by our office on August 12, 2011. This AISP was prepared in compliance with National Historic Preservation Act Section 106 Review.

The AISP explains the intent to identify and record any remaining historic sites and cultural deposits located within the 13.87 acre project corridor that extends east along the southern coast of O'ahu from Kalihi Stream on Dillingham Boulevard to Ala Moana Center on Kona Street. Project construction will require relocation of existing utility lines within the project corridor that conflict with the proposed Honolulu High-Capacity Transit Corridor Project. Amongst other land disturbing activities including grading of facility locations, and excavations for the guide way column foundations, relocating utilities will cause the most disturbances.

This plan meets the standards for Archaeological Inventory Survey Plans that are set forth in HAR 13-284-5 (c). Please send one hardcopy of the document, clearly marked **FINAL**, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office, attention SHPD Library. Please contact Deona Naboa at [Deona.Naboa@Hawaii.gov](mailto:Deona.Naboa@Hawaii.gov) if you have any questions or concerns regarding this letter.

Sincerely,  
  
Paul Aiu, PhD  
Administrator  
Historic Preservation Division

# Appendix B SHPD Acceptance Letter for the City Center (Section 4) Addendum AISP

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



## HISTORIC PRESERVATION DIVISION DEPARTMENT OF LAND AND NATURAL RESOURCES

601 Kamokila Boulevard, Suite 555  
Kapolei, HI 96806

WILLIAM J. AH-A, JR.  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

ESTHER KLA'AINA  
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WILLIAM M. TAM  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND LEAN RECREATION  
BUREAU OF CITY SERVICES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSTRUCTION AND RECREATION FACILITIES  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAIKOLA WILDLIFE AND HISTORIC COMMISSION  
LAND  
STATE PARKS

March 1, 2013

Mr. Matt McDermott, Principal Investigator  
Cultural Surveys Hawai'i, Inc.  
P.O. Box 1114  
Kailua, Hawaii 96734  
[mmcdermott@culturalsurveys.com](mailto:mmcdermott@culturalsurveys.com)

LOG NO: 2013.1958  
DOC NO: 1302SL28  
Archaeology

Dear Mr. McDermott:

**SUBJECT: Chapter 6E-8 and National Historic Preservation Act (NHPA) Section 106 Review – Addendum to an Archaeological Inventory Survey Plan for the City Center (Phase 4) of the Honolulu High-Capacity Transit Corridor Project Kalihi, Kapālama, and Honolulu Ahupua'a, Honolulu District, Island of O'ahu TMK Sections (1) 2-1, 2-3 (various)**

Thank you for the opportunity to review this revised report titled *Addendum to an Archaeological Inventory Survey Plan for the City Center (Phase 4) of the Honolulu High-Capacity Transit Corridor Project Kalihi, Kapālama, and Honolulu Ahupua'a, Honolulu District, Island of O'ahu TMK: (1) 2-1, 2-3 (Various Plats and Parcels) Addressing Changes from the Vicinity of Ward Avenue and Halekauwila Street to the Vicinity of Queen and Kamakee Streets* (Hammatt et al., February 2013). Our Kapolei office received this submittal on February 20, 2013.

The entire study area for the Honolulu High-Capacity Transit Corridor Project (HHCTCP) extends about 23 miles from Kapolei in the west to Ala Moana Center in the east. The City Center (Phase 4) study area represents the eastern 4.3 mile terminus of the HHCTCP. The AISP Addendum study area differs from the study area defined in the City Center (Phase 4) AISP approved by SHPD on October 25, 2011 (Log No. 2011.2379, Doc. No. 1110NN08). The AISP Addendum involves re-location of the City Center's Kaka'ako Station footprint and corridor beginning about 30 m 'Ewa (northwest) of Ward Avenue and rejoining the original alignment in the middle of Queen Street about 100 m Diamond Head (southeast) of Kamake'e Street.

The revisions made to this document adequately address the concerns raised in our prior correspondence (January 31, 2013; Log No. 2012.3654, Doc. No. 1301SL34). This archaeological inventory survey plan meets all of the requirements of Hawaii Administrative Rule (HAR) §13-284-5. It is accepted by SHPD. Please send one hardcopy of the document, clearly marked FINAL, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office, attention SHPD Library.

Please contact Susan A. Lebo at (808) 692-8019 or at [Susan.A.Lebo@hawaii.gov](mailto:Susan.A.Lebo@hawaii.gov) if you have any questions regarding this letter.

Aloha,


Theresa K. Donham  
Deputy State Historic Preservation Officer


cc: Paul Cleghorn, Kaka'o, [cleghorn@pacificlegacy.com](mailto:cleghorn@pacificlegacy.com)



# Appendix C SHPD Acceptance Letter for the City Center (Section 4) AIS Report

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII





**STATE OF HAWAII**  
**DEPARTMENT OF LAND AND NATURAL RESOURCES**  
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DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAAHOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

August 26, 2013

Mr. Matt McDermott  
Principle Investigator  
Cultural Surveys Hawai'i, Inc.  
P.O. Box 1114  
Kailua, Hawaii 96734  
[mmcdermott@culturalsurveys.com](mailto:mmcdermott@culturalsurveys.com)

LOG NO: 2013.2564, 2013.4338  
DOC NO: 1308SL21  
Archaeology

Dear Mr. McDermott:

**SUBJECT: Chapter 6E-8 and National Historic Preservation Act (NHPA) Section 106 Review—  
Revised Archaeological Inventory Survey Report for City Center (Construction Phase 4)  
Honolulu High-Capacity Transit Corridor Project  
Kalihi, Kapālama, and Honolulu Ahupua'a,  
Honolulu District, Island of O'ahu  
TMK: (1) 1-2, 1-5, 1-7, 2-1, 2-3, Various Plats and Parcels**

Thank you for the opportunity to review this report titled *Archaeological Inventory Survey Report (AISR) for Construction Phase 4 of the Honolulu High-Capacity Transit Corridor Project, Kalihi, Kapālama, and Honolulu Ahupua'a, Honolulu District, O'ahu Island TMK Sections [1] 1-2, 1-5, 1-7, 2-1, 2-3 (Various Plats and Parcels)* (Hammatt et al., June 2013), which our office received on July 15, 2013. We received the initial draft on April 9, 2013. Due to the size and complexity of this review all comments have been provided directly on text pages of the report as well as through in-person reviews of specific areas with Cultural Surveys Hawaii staff.

The Honolulu High-Capacity Transit Corridor Project (HHCTCP or project) includes the use of federal funds and involves lands under several jurisdictions, including Federal, State, City and County of Honolulu, and private. Pursuant to 36 CFR 800.3(a), the proposed project constitutes an undertaking subject to review under Section 106. The project was determined to have an adverse effect on historic properties within the transit corridor and a Programmatic Agreement (PA) was executed on January 18, 2011 between the Federal Transit Administration (FTA), the Hawaii State Historic Preservation Officer (SHPO), the US Navy and the Advisory Council on Historic Preservation as signatories and the City and County of Honolulu as an invited Signatory. An archaeological inventory survey for the four phases of the project under HAR §13-276 is stipulated as a mitigation measure in the PA.

The Area of Potential Effect (APE) for archaeology is defined in the PA as all areas of direct ground disturbance. Thus, for the City Center the area of direct ground disturbance is approximately 13.9 acres, including nine (9) stations. The survey study area is the eastern-most 4.3 miles (6.9 km) of the overall HHCTCP area, extending from Kalihi Stream/Middle Street Station in the west to Ala Moana Center in the east. An archaeological inventory survey plan (AISP) was prepared by Cultural Surveys Hawai'i, Inc. (Hammatt et al. 2011). The AISP was reviewed and accepted by SHPD on October 25, 2011 (Log No. 2011.2379, Doc. No. 1110NN08). An Addendum AISP was completed to address the relocation of the City Center's Kaka'ako Station footprint and corridor beginning about 30 meters 'Ewa (northwest) of Ward Avenue and rejoining the original alignment in the middle of Queen Street about 100 meters Diamond Head (southeast) of Kamake'e Street. The Addendum AISP was accepted by SHPD on March 1, 2013 (Log No. 2013.1958, Doc. No. 1302SL28).



Mr. McDermott  
August 26, 2013  
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The AIS involved a 100 percent surface survey of a heavily developed urban corridor which yielded no surface archaeological cultural resources (historic properties). Subsurface testing involved 250 test trench excavations. Two-hundred and thirty-two (232) trenches were proposed in the AISP, nine (9) were abandoned due to utility conflicts, safety issues or realignment/redesign, and twenty-seven (27) trenches were added to replace abandoned trenches or at the request of SHPD. The additional trenches were included to ensure that entire column locations were tested, alternative column or utility locations were tested, or to ensure the extent of sand deposits and the absence of burials in those sand deposits. The proposed and final locations of some of the trenches differ slightly, reflecting changes required to address impediments (e.g. utility line locations) and/or safety issues.

Nineteen (19) historic resources were identified within, or immediately adjacent to the Construction Phase 4 AIS survey area. Twelve (12) of these resources were previously identified and documented. Seven (7) resources were newly identified in this survey. All 19 historic resources have been assigned Hawai'i State Inventory of Historic Properties (SIHP) numbers, all with the prefix 50-80-14. The historic resources, associated test excavation numbers, descriptions, Hawai'i and/or National Register-eligibility, and mitigation recommendations are listed in the table below. Bold SIHP numbers represent the seven (7) historic properties newly identified during the Construction Phase 4 AIS. Numbers not in bold represent the twelve (12) historic properties in the Rail Corridor found during previous studies.

SIHP#	Construction Phase 4 Test Excavation #	Description/Formal Type	Significance/Eligibility		Mitigation
			HAR §13-276-6 Criterion	National Register	
<b>50-80-14-7425</b>	T-020	Subsurface <i>imu</i> (earth oven) feature	Recommend: D	Recommend: D	Monitoring
<b>50-80-14-7426</b>	T-054 through T-082, and 085	Subsurface wetland deposit	Recommend: D	Recommend: D	Monitoring
<b>50-80-14-7506</b>	T-064, T-066 and T-067	Subsurface incinerated trash deposit	Recommend: D	Recommend: D	Monitoring
50-80-14-5368	T-088, 091, 092, 093, and 094	Subsurface remnants of Kūwili Fishpond	Recommend: D	Recommend: D	Monitoring
50-80-14-5966	T-095	Subsurface remnants of Kawa Fishpond	Recommend: D	Recommend: D	Data Recovery, Monitoring
<b>50-80-14-7427</b>	T-096 through T-101 and test bores C-1-C-6	Subsurface historic building foundations and walls and underlying culturally enriched sediments, also one human talus bone in a fill deposit	Recommend: D, E	Recommend: D	Monitoring, Data Recovery, and Burial Treatment Plan
<b>50-80-14-7428</b>	T-119, 119A, 120, 120A, 120B	Subsurface culturally-enriched sand A-horizon (T-120, T-120A, and T-120B) and historic warehouse foundation (T-119 and T-119A)	Recommend: D	Recommend: D	Data Recovery and monitoring of sand A-horizon (T-120, 120A, and 120B), monitoring for historic foundation (T-119 and 119A)
50-80-14-2963	T-122, 123, and 124	Subsurface pond sediments containing historic artifacts, culturally-enriched sand A-horizon, also includes 7 human burials as described in the adjacent Makai Parking Garage monitoring report.	Recommend: D, E	Recommend: D	Monitoring for pond sediments, data recovery and monitoring for culturally-enriched sand A-horizon
50-80-14-7124	T-132	Subsurface historic building remnants	Previous: A, D Recommend: D	Recommend: D	Monitoring
50-80-14-7189	T-130, 132, 134, 138, 140, 231A, 232, and 232A	Subsurface fill layer containing burnt historic trash from open burning	Previous: A, D Recommend: D	Recommend: D	Monitoring

Mr. McDermott  
August 26, 2013  
Page 3

SIHP#	Construction Phase 4 Test Excavation #	Description/Formal Type	Significance/Eligibility		Mitigation
			HAR §13-276-6 Criterion	National Register	
50-80-14-7190	T-229 and 230	Subsurface salt pan remnants	Previous: A, D Recommend: D	Recommend: D	Data Recovery, Monitoring
50-80-14-7197	Not observed (see mitigation)	Subsurface culturally-enriched sand A-horizon	Previous: A, D and D Recommend: D	Recommend: D	Monitoring; Not observed in current AIS (see mitigation), but potentially affected by project construction due to close proximity
50-80-14- 5820	T-141, 142, 145, 146A, 150, 151, 151A	Human skeletal remains/burials and subsurface culturally enriched sand A-horizon	Recommend: D, E	Recommend: D	Data Recovery, Monitoring, Burial Treatment Plan
50-80-14-7429	T-167, 168, 168A, 168B, 169, 170, and 170A	Subsurface culturally-enriched sand A-horizon and human cranial Fragment in T-170	Recommend: D, E	Recommend: D	Data Recovery, Monitoring, Burial Treatment Plan
50-80-14-6856	T-181-185	Subsurface remnants of Kolowalu Fishpond	Recommend: D	Recommend: D	Monitoring
50-80-14-6636	T-186-193, 195, 196, 198-200, 202, 202A, 203, 205, 207, 208, 210-212, 214, 219, and 220	Subsurface remnants of the former Kewalo wetland	Previous: A, D Recommend: D	Recommend: D	Monitoring
50-80-14-7430	T-202	Subsurface remnant of a historic privy	Recommend: D	Recommend: D	Monitoring
50-80-14-7193	T-214	Subsurface historic refuse-enriched fill deposit	Ineligible	Ineligible	NA
50-80-14-2918	T-226A, B, C, and D, T-227 and 227A	Subsurface culturally-enriched sand A-horizon with human skeletal remains/burials, also includes iron historic trolley or cart tracks	Recommend: D, E	Recommend: D	Data Recovery, Monitoring, Burial Treatment Plan

We concur with the eligibility recommendations of the 19 sites in the above table, including the ineligible SIHP# 50-80-14-7193 determination. The 18 remaining sites are significant under National Register of Historic Places and Hawaii Register of Historic Places recommended criteria listed in the table. The overall effect of the undertaking has been previously determined to be "adverse" under 36 CFR part 800, as discussed above. The project effect under the provisions of HAR §13-275-7(2) is determined to be "effect with proposed mitigation." We concur with the proposed mitigation measures, which include on-site archaeological monitoring of any land alteration activities in the vicinity of the site areas and data recovery and burial treatment as identified above.

We confirm that the archaeological inventory survey was conducted in accordance with the AISP and Addendum AISP. As mentioned above, all comments to this AIS were done directly on the report and in face-to-face meetings with staff from Cultural Surveys Hawai'i, Inc.

Mr. McDermott  
August 26, 2013  
Page 4

In addition, SHPD received comments from 13 individuals and organizations with a total of 98 comments related to Archaeological Inventory Survey for the entire Rail Corridor. Fifty-seven comments (57) were specific to the City Center portion of the project. Forty-nine (49) of those comments requested additional testing related to column locations, utilities, the limited nature of geotechnical core testing or testing that had been stopped due to water inundation. SHPD has considered all comments received and believes that an adequate inventory survey has been completed. Data recovery will be conducted on eight historic sites as mitigation. SHPD notes that burials found during data recovery are considered previously identified and the decision to preserve them in place or relocate them will be the purview of the O'ahu Island Burial Council. HART has agreed that no construction will take place within 25 feet of any burials prior to SHPD's acceptance of a burial treatment plan.

This revised archaeological inventory survey report meets the minimum requirements specified in the *Secretary of the Interior's Standards for Archeological Documentation* and the requirements set forth in HAR §13-275 and HAR §13-276. It is accepted by SHPD. Please send one hardcopy of the document, clearly marked FINAL, along with a copy of this review letter and a text-searchable PDF version of the report on CD to the Kapolei SHPD office. Please contact Dr. Susan A Lebo at (808) 692-8019 or at [Susan.A.Lebo@hawaii.gov](mailto:Susan.A.Lebo@hawaii.gov) if you have any questions regarding this letter.

Aloha,



William J. Aila, Jr.  
State Historic Preservation Officer

# Appendix D SHPD Acceptance Letter for the H RTP IPP

NEIL ABERCROMBIE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
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KAHOOLAWE ISLAND RESERVE COMMISSION  
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STATE PARKS

August 29, 2013

Dan Grabauskas  
Honolulu Authority for Rapid Transportation  
City and County of Honolulu  
Alii Place, Suite 1700  
1099 Alakea Street, Honolulu, HI 96813

Log No. 2013.5066A  
Doc No. 1308PA01

Dear Mr. Grabauskas:

SUBJECT: **HRS §6E-8 Review of an Interim Protection Plan in compliance HAR Section 13-275-9(d) for the Honolulu High-Capacity Rapid Transit Corridor Project, East Kapolei to Ala Moana Center**  
**Honouliuli, Ho'ae'ae, Waikale, Waipi'o, Waiawa, Manana, Waimanalo, Waiau, Kalanua, 'Aiea and Halawa, Moanalua, Kalihi, Kapālama, Honolulu and Waikiki Ahupua'a, 'Ewa and Honolulu Districts, Island of O'ahu.**  
**TMK (1) 1-1, 1-2, 1-5, 1-7, 2-1, 2-3, 9-1, 9-4, 9-6, 9-7, 9-8, and 9-9 (various Plats and Parcels)**

Thank you for the opportunity to review the report titled *Interim Protection Plan for the Honolulu High Capacity Transit Corridor Project* (Hammatt and Shideler, August 2013). It was received by SHPD on August 29, 2013.

Honolulu Authority for Rapid Transportation (HART) is requesting an accelerated, two step verification of compliance with the historic preservation process under HAR Section 13-275-9 (d). Step 1 of this process involves "documentation to SHPD indicating that data recovery fieldwork . . . or interim protection measures for properties to be preserved have been successful completed." This interim protection plan is being submitted to meet Step 1 of the two step verification process and is done with the understanding that Step 2 must be completed to conclude the historic preservation process.

An Archaeological Inventory Survey (AIS) for the entire Honolulu High Capacity Rapid Transit Corridor Project (HHCRTCP, or project) was accepted by SHPD (Log No. 2013.4987, Doc No. 1308SL23). A total of 21 sites were found during the AIS. Two additional sites were not found (Sites 50-80-14-7197 and 50-80-14-5966), but because of their close proximity to the project have the potential to be affected by the project and were included in mitigation measures. One of the sites found was deemed not to meet the significance criteria under HAR Chapter 13-275-6(b). The mitigation measure for thirteen of the sites is monitoring, and the mitigation for nine of the sites is data recovery and monitoring. In addition seven sets of *iwi kupuna*, or human skeletal remains were found at four of the sites. The recommendation is preservation in place. Thank you for the table on pages 3-5 which lists all sites and the mitigation status. We have included a copy of this table as an enclosure to this letter for ease of reference.

For the section of the project that extends from East Kapolei to Leeward Community College (Construction Phase 1), the agreed-upon mitigation was data recovery in Site 50-80-09-7751, subsurface *lo'i* sediments. An End-of-Fieldwork Letter has been accepted for this site (Log No. 2013.4528, Doc No. 1308SL24). Therefore no additional protection measures are required for Phase 1 and construction can start in that area of the project corridor.

For section of the project on Kamehameha Highway from Leeward Community College to Aloha Stadium (Construction Phase 2), monitoring was the agreed-upon mitigation measure for site 50-80-09-7150, former ponded

taro fields. An archaeological monitoring plan for this site has been reviewed and accepted by SHPD (Log No. 2012.1041, Doc No. 1205NN12). Therefore, no additional protection measures are needed for Phase 2 and construction can start in that area of the project corridor.

For the section of the project extending from Aloha Stadium to approximately the Middle Street Interchange (Construction Phase 3) there were two historic properties found, SIHP site 50-80-13-7420 and 50-80-13-7421. Monitoring is the agreed-upon mitigation for both these properties. A monitoring plan has not been reviewed and accepted by SHPD, therefore as an interim protection measure HART is proposing that no construction take place in the HHCRTCP between Halawa Stream and Pu'u hale Road. A letter stating such has been sent to the construction contracting firm and a copy has been provided to SHPD. No physical measures will be taken to mark the sites, as they are subsurface and continuing surface use will not damage either site.

For the section of the project extending from Middle Street to Ala Moana Center (Construction Phase 4) a total of 19 historic properties were found. The agreed-upon mitigation for eleven sites is monitoring and for eight sites is data recovery and monitoring. All four burial sites are in phase 4 of the project. SHPD has not reviewed monitoring, data recovery, or burial treatment plans for Construction Phase 4. The interim protection plan proposes that no construction be done between Pu'u hale Road and Ala Moana Center until a monitoring plan for Construction Phase 4 has been reviewed and accepted by SHPD. The monitoring plan will provide for construction buffers for the data recovery sites until a data recovery plan and End of Fieldwork Letter are accepted by SHPD. *SHPD adds the following conditions before it will approve the start of construction in Construction Phase 4: 1) a Data Recovery Plan must be accepted by SHPD, 2) an End-of-Fieldwork Letter must be accepted by SHPD, and 3) the archaeological monitoring plan will include construction buffers for the four burial sites in the event that a Burial Treatment Plan has not been approved by the O'ahu Island Burial Council and SHPD prior to review and acceptance of the End-of-Fieldwork Letter and the monitoring plan.* No physical measures will be taken to mark the sites as they are all subsurface and located in highly trafficked areas. All of the sites have been resurfaced. Continued surface use will not damage any of the sites. A letter stating that no construction is to take place within in the Construction Phase 4 portion of the project has been sent to the contractor and a copy has been provided to SHPD.

In regard to Table 1, please note that the criteria for the Hawaii Register are located in HAR Section 13-198-8. Significance criteria for the Historic Preservation review process are located in HAR 13-275-6(b). While the two are substantially the same, the Hawaii Register does not include criterion "e." Also, as written, the table appears to have the wrong citation. Please correct this in your final copy.

This Interim Protection Plan provides adequate protection measures for sites throughout the corridor. The protection measures are: no construction in Construction Phases 3 and 4 until SHPD accepts an archaeological monitoring plan. In addition SHPD added three conditions before construction can start in Construction Phase 4, as listed above. SHPD accepts the plan, with the modifications and conditions state above, per HAR Section 13-275-9 (d)(1). Please send one hardcopy of the document, clearly marked FINAL, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office.

Please contact Pua Aiu at (808) 587-1497 or at [pua.aiu@hawaii.gov](mailto:pua.aiu@hawaii.gov) if you have any questions regarding this letter.

Aloha,



William J. Aila, Jr.  
State Historic Preservation Officer

Encl: Table 1



TABLE 1

Section and SIHP#	Description/Formal Type	Significance/Eligibility		Mitigation	Status of Mitigation
		Hawai'i Register (13-275-6 (b) criteria)	National Register (36 CFR 60.4 criteria)		
<b>Section 1</b>					
50-80-09-7751	Subsurface lo'i sediments	D	D	Data Recovery	Complete, End of Fieldwork letter accepted
<b>Section 2</b>					
50-80-09-7150	Former ponded taro fields	D	D	Monitoring	Monitoring plan accepted
<b>Section 3</b>					
50-80-13-7420	Buried asphalt roadway	D	D	Monitoring	Monitoring plan pending, will precede construction.
80-80-13-7421	Buried concrete slabs, coral pavement and base course sections	D	D	Monitoring	Monitoring plan pending, will precede construction.
<b>Section 4</b>					
50-80-14-7425	Subsurface <i>imu</i> (earth oven) feature	D	D	Monitoring	Monitoring plan pending, will precede construction.
50-80-14-7426	Subsurface wetland deposit	D	D	Monitoring	Monitoring plan pending, will precede construction.
50-80-14-7506	Subsurface incinerated trash deposit	D	D	Monitoring	Monitoring plan pending, will precede construction.
50-80-14-5368	Subsurface remnants of Kūwili Fishpond	D	D	Monitoring	Monitoring plan pending, will precede construction.
50-80-14-5966	Kawa Fishpond – sediments not found because trench abandoned	D	D	Data Recovery, Monitoring	Monitoring plan pending, will precede construction. Data recovery plan pending.
50-80-14-7427	Subsurface historic building foundations and walls and underlying culturally enriched sediments, also one human talus bone in a fill deposit	D, E	D	Monitoring, Data Recovery, and Burial Treatment	Monitoring plan pending, will precede construction. Data recovery and burial treatment plans pending.
50-80-14-7428	Subsurface culturally-enriched sand A-horizon (T-120, T-120A, and T-120B) and historic warehouse foundation (T-119 and T-119A)	D	D	Data Recovery and monitoring of sand A-horizon (T-120, 120A, and 120B), monitoring for historic foundation (T-119 and 119A)	Monitoring plan pending, will precede construction. Data recovery plan pending.

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		Hawai'i Register (13-275-6 (b) criteria)	National Register (36 CFR 60.4 criteria)		
50-80-14-2963	Subsurface pond sediments containing historic artifacts, culturally-enriched sand A-horizon, also includes 7 human burials as described in the adjacent Makai Parking Garage monitoring report	D, E	D	Monitoring for pond sediments, data recovery and monitoring for culturally- enriched sand A-horizon	Monitoring plan pending, will precede construction. Data recovery plan pending.
50-80-14-7124	Subsurface historic building remnants	D	D	Monitoring	Monitoring plan pending, will precede construction.
50-80-14-7189	Subsurface fill layer containing burnt historic trash from open burning	D	D	Monitoring	Monitoring plan pending, will precede construction.
50-80-14-7190	Subsurface salt pan remnants	D	D	Data Recovery, Monitoring	Monitoring plan pending, will precede construction. Data recovery plan pending.
50-80-14-7197	Subsurface culturally-enriched sand A-horizon	D	D	Monitoring; Not observed in current AIS, but potentially affected by project construction due to close proximity	Monitoring plan pending, will precede construction.
50-80-14- 5820	Human skeletal remains/burials and subsurface culturally enriched sand A-horizon	D, E	D	Data Recovery, Monitoring, Burial Treatment Plan	Monitoring plan pending, will precede construction. Data recovery and burial treatment plans pending.
50-80-14-7429	Subsurface culturally-enriched sand A-horizon and human cranial Fragment in T-170	D, E	D	Data Recovery, Monitoring, Burial Treatment	Monitoring plan pending, will precede construction. Data recovery and burial treatment plans pending.
50-80-14-6856	Subsurface remnants of Kolowalu Fishpond	D	D	Monitoring	Monitoring plan pending, will precede construction.
50-80-14-6636	Subsurface remnants of the former Kewalo wetland	D	D	Monitoring	Monitoring plan pending, will precede construction.
50-80-14-7430	Subsurface remnant of a historic privy	D	D	Monitoring	Monitoring plan pending, will precede construction.
50-80-14-7193	Subsurface historic refuse-enriched fill deposit	Ineligible	Ineligible	NA	N/A

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Section and SIHP#	Description/Formal Type	Significance/Eligibility		Mitigation	Status of Mitigation
		Hawai'i Register (13-275-6 (b) criteria)	National Register (36 CFR 60.4 criteria)		
50-80-14-2918	Subsurface culturally-enriched sand A-horizon with human skeletal remains/burials, also includes iron historic trolley or cart tracks	D, E	D	Data Recovery, Monitoring, Burial Treatment	Monitoring plan pending, will precede construction. Data recovery and burial treatment plans pending.